



AMENDMENTS TO THE SUBSTITUTE SPECIFICATION

On Page 7, paragraph [0023] please amend the paragraph as follow:

[0023] The speed reduction mechanism section 3 is provided within the case frame 21. The speed reduction mechanism section 3 decelerates the rotation of the motor shaft 16 in order to output the rotation. The speed reduction mechanism section 3 is constituted by a gear-reduction mechanism and includes a worm 24, a worm-wheel 25, a first gear 26, and a second gear 27 to decelerate the rotation of the motor shaft 16, and includes a drive (output) shaft 28 to output the rotation. The distal end portion of the motor shaft 16 projects inside of the case frame 21 from the yoke 12, where a pair of worms 24a and 25b furnished with thread grooves running in the opposite directions to each other are formed. The worm 24a is engaged with the worm-wheel 25 rotatably supported in the bottom surface portion of the case frame 21. The worm 24b is engaged with another second worm-wheel (not shown) formed in pairs with the worm-wheel 25.

On Page 7, paragraph [0024] please amend the paragraph as follow:

[0024] The first gear 26 having a small diameter is integrally and coaxially arranged with the worm-wheel 25. The first gear 26 is engaged with the second gear 27 having a large diameter. The second gear 27 is fixed to a base end of the drive (output) shaft 28 rotatably supported in the bottom surface portion of the case frame 21. A small-diameter first gear is also integrally formed with the second worm-wheel (not shown) and engaged with the second gear 27. The distal end opposite the base end of the The drive (output) shaft 28 projects outward from the bottom portion of the case frame 21 and is linked to a wiper mechanism (not shown). A seal rubber 29 is attached to the bottom portion of the case frame 21 so as to cover the drive (output) shaft 28. The rotation of the motor shaft 16 is transmitted, while being decelerated, through the worms 24a and 24b, worm-wheel 25, second worm-wheel, first gear 26, first gear, and second gear 27, and reaches the drive (output) shaft 28 to activate the windshield wiper unit.

On Page 8, paragraph [0026] please amend the paragraph as follow:

[0026] The bottom case 31 has a two-chamber structure in which two circuit component containing sections 33 (first) and 34 (second) are arranged three-dimensionally in the upper and lower directions. A dividing wall 35 is formed between the upper and lower circuit component containing sections 33 and 34 to separate them from each other. As clearly shown in Figure 1, both the first circuit component containing section 33 and the second circuit component containing section 34 are located above the output shaft 28 (i.e., above the base end of the output shaft 28). A connecting hole 36 which allows the containing sections 33 and 34 (to communicate) is appropriately formed in the dividing wall 35. A metal bus bar (connecting line) 37 is wired through the connecting hole 36 to electrically connect the containing sections 33 and 34. As shown in Figures 1 and 2, the first circuit component containing section 33 is arranged so as to face the speed reduction mechanism section 3 (i.e., is closest to output shaft 28), while the second circuit component containing section 34 faces the case cover (heat sink) 32 (i.e., is farthest from output shaft 28).